2015 OFFROAD CATALOG

When you need to understand how to make the difference or where to gain performance and hundredth of seconds, GET data acquisition systems and engine control units bring you beyond the limit. We take the future technology to the racing world, adding our passion to every driving experience.

Rider MX2 2015: **Jordi Tixier**

PASSION
FOR PERFORMANCE

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POWER MANAGMENT

GP1 ECU

Electronic Tuning System

CHARACTERISTICS	GP1-POWER	GP1-EVO	GP1-EVO BASIC
- Wi-Fi COM (Ready)	Yes (Device included for 2014-2015 app. only)	Yes (Device included for 2014-2015 app. only)	Yes (Device not included)
- ECU for who is looking at:	readymade solution, maximum Performance, minimal effort	Maximum Performance, make his own specific MAP adjustment and system expandability	Maximum Performance, make his own specific MAP adjustment and system expandability
- Better Performance than Stock	Yes	Yes	Yes
- Better Acceleration than Stock	Yes	Yes	Yes
- RPM Limiter	from +100 to +300 more, can be individually modified (WiFi-COM/GPI)	from +100 to +300 more, can be individually modified (MAYA/WiFi-COM/VT1)	from +100 to +300 more, can be individually modified (MAYA/WiFi-COM/VT1)
- MAP's Available ECU	1	2	2
- MAP Switch available	no	Yes (included)	Yes (included)
- GPA Technology	Yes 10 position (GPA switch not included)	Yes, 10 positions (GPA Switch included)	Yes, 10 positions (GPA Switch not included)
- 2nd injector ready	no	yes (see application list pag. 20)	yes (see application list pag. 20)
- Performance MAP Ready inside	for Stock Bike & with Racing Exhaust	MAP1 for racing Exhaust + GPA pos. 0 MAP2 for racing Exhaust + GPA pos. 5	MAP1 for racing Exhaust + GPA pos. 0 MAP2 for racing Exhaust + GPA pos. 5
- Possibility to Individually Tune the MAP	Yes with WiFi-COM only	Yes, via MAYA SW, VT1 or WiFi-COM	Yes, via MAYA SW, VT1 or WiFi-COM
- Possibility to download MAP with the intuitive GPI "GET Performance Interface"	Yes	no	no
- Optional MAP's available on the WEB	Generic Racing Exhaust Map Specific to Exhaust Brand Different Mech. Package or Fuel	Yes (Need's MAYA)	Yes (Need's MAYA)
- Possibility to connect Data, Lambda, etc..	no	Yes	Yes
- Possibility to connect to VT1	no	Yes	Yes
- Possibility to connect Gear Cut Sensor	no	Yes	Yes

WiFi-COM

Free APP

WiGET

Rider AMA SX: **James Stewart**

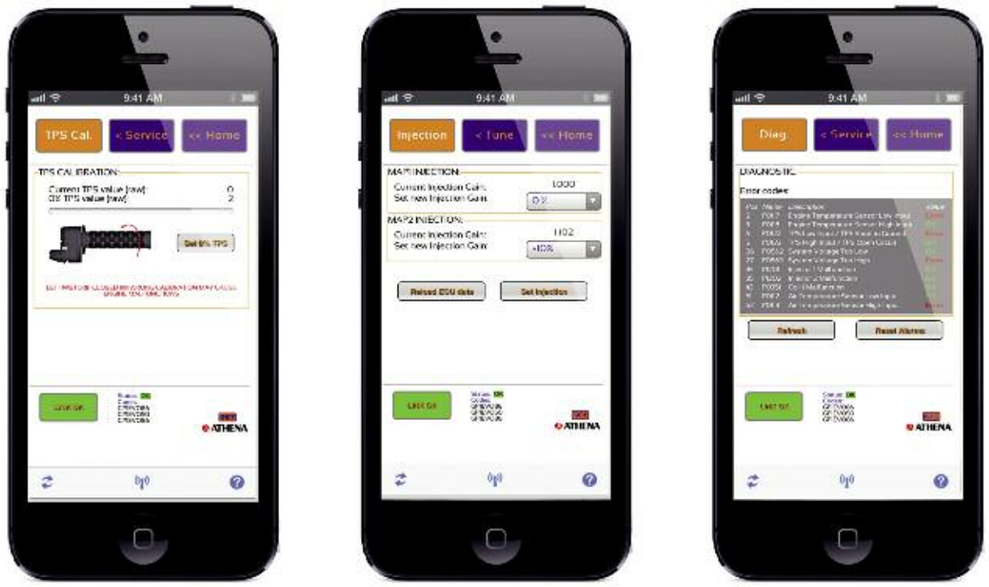
WiFi-COM
Cod. GK-WFCOM1-0001
Cod. GK-WFCOM1-0002

Revolutionary and unique, WiFi-COM technology allows you to modify engine parameters directly with your smartphone or tablet.

SETTING PARAMETERS:

1. "0" TPS
2. INJECTION (-5/+30%)
3. IGNITION (-30°/+5°)
4. RPM (+500 MAX)
5. DIAGNOSTIC
6. GEAR CUT (ONLY WITH QS SENSOR CONNECTED)
7. LAMBDA (ONLY IF CONNECTED)

The brand new WiFi-COM it's a high level technology interface that allows, when connect to one of our GP1-POWER, EVO or BASIC ECUs, a direct comunication via Smartphone or Tablet. Downloading the dedicated and free "WiGET" App you will be able to change, with few simple and intuitive steps, the main engine parameters in function of your needs and/or track specifications.
"WiGET" App is available for iOS and Android operative system. WiFi-COM device it's al-ready included in all GP1-POWER and GP1-EVO 2014-2015 applications, but can also be connected to 2010-11-12-13 GP1 ECUs (Update FW needed).



GET POWER ASSISTANCE

GET has invented the GPA “Get Power Assistance” (patented n. WO 2012/107829A1) a technological revolution in the 2-wheel world to gain higher performance and which makes any rider’s driving experience easier.

GPA is the revolutionary engine control system that breaks new grounds in managing power in off-road single-cylinder engines.

The system automatically monitors the power at wheel level in a dynamic way, i.e. it keeps adapting to the driving style of the rider allowing for better performance, better direction and therefore higher safety and higher corner speed under any ground conditions.

Thanks to this new system, the rider can focus exclusively on finding the best riding balance and the best trajectories while standing longer on the footrests of the motorbike.

Higher speed in corner entry and exit under all ground conditions, better direction control on very slippery grounds and easier riding are among the main advantages brought by the GPA “Get Power Assistance” system.

Thanks to three different ways of adjusting the GPA level (GPA Switch, VT1 or Maya Software) any Rider can choose, in a very simple way, the GPA settings and adjust to its own riding style.

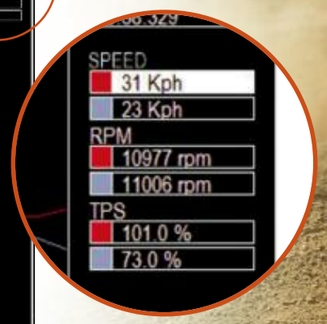
The GPA Switch (see picture) allows real time adjustments on the fly.

GPA Switch

The GPA Switch allows the Rider to set in real time the GPA level he wishes to use. The Switch can be easily installed on to the handlebar, to one of the bolts from the Clutch or Brake levers. Made out of anodized aluminum, it is specifically designed for the harshest environments such us motocross. Resistant to water and dirt. Safe and reliable communication with the ECU via Can-Bus technology. GPA Swicth is already included with the GP1-EVO and separately available for GP1-POWER and GP1-EVO Basic.

Comparison charts: corner behaviours with GPA system enabled (red charts) and with GPA system disabled (blue charts)

In the chart, you can see the speed, the throttle position (TPS) and the engine speed (RPM). It clearly shows that the rider opens the throttle earlier thanks to the GPA system, and keeps it 100% through the whole corner while the engine speed is automatically controlled by the GPA system for the best performance and highest speed.



Rider AMA National: **Christophe Pourcel**

GET-PERFORMANCE CENTER

Team Geboers Rockstar Energy Suzuki

GET Performance Center
File Tools Help
1. Download or buy maps
To buy new maps or download the free ones, connect to the GET site by selecting the button on the right.
GET
2. Select map
Select the map file on disk you want to send to your ECU
3. Check ECU connection
To ensure that your ECU is correctly connected, and that power supply is provided, push the button on the right. If everything is ok, a green tick sign on the right will light, otherwise, an error sign will appear.
4. Send map to ECU
As a final step, send the map to the ECU by pressing the button on the right. ENSURE NOT TO DISCONNECT CABLES OR POWER OFF THE ECU DURING THIS OPERATION!

“GET Performance Center”
allows you to customize
your GP1-POWER in 3 steps.
It’s easy just visit www.getdata.it

GPI Interface “Get Power Interface” - Cod. GK-GP1CGRP-0001

- The Get Performance Center Software can be downloaded for free on www.getdata.it

1 connect your PC to the GP1 Power ECU

2 from the WEB choose your MAP

3 upload the MAP to your GP1 POWER ECU

GET Performance Center is the new platform that allows you to upload different Maps from the GET archive in to the ECU, following just a few very easy and guided steps.
Maps are available for different engine behaviors or mechanical packages.
The Get Archive will be continuously updated and more Maps will be added as soon as the season unfolds. The service is available to you by acquiring the PCI tool (GET Power Interface) in order to connect the ECU to your PC.
Other than the Maps on sale you can find free Maps for stock configuration Bikes or updates

www.getdata.it

GP1-POWER

Rider MXGP 2015: **Jeremy Van Horebeek**

GP1-Power - Cod. (see application list)

- Installation Manual
- 1 Map installed
- ECU Support Bracket (where supplied)
- 0 TPS Cable (no need of PC)
- WiF-COM ready
- GPA ready (switch not included)

WiFi-COM interface is included only for 2014-2015 models

GPA Patented

WiFi

GP1-POWER is the new ECU engineered by GET for Riders looking to find maximum performance and ease of use; this **ECU is GPA & WiFi-COM ready.**
GPA technology is ready to use simply by connecting the optional Switch that allows you to choose from 1 to 10 engine power assistance settings and tune the bike at best for any riding style or different track surface.
The ready loaded performance **map is developed by GET engineers together with some of the strongest riders.** It's designed for original engines using racing exhausts.
(please find comparison charts on www.getdata.it)
It's possible to upload different maps designed for different engine behaviours using the optional GPI Interface.
Moreover with the brand new WiFi-COM it's possible to change the main engine parameters with your Samrthphone or tablet (see page 06).

APPLICATION LIST

CODE	MODEL
GK-GP1PWR-0062	GP1 POWER - Honda 450 CRF 2014
GK-GP1PWR-0084	GP1 POWER - Honda 450 CRF 2015
GK-GP1PWR-0064	GP1 POWER - Honda 250 CRF 2014
GK-GP1PWR-0085	GP1 POWER - Honda 250 CRF 2015
GK-GP1PWR-0065	GP1 POWER - Suzuki 450 RMZ 2014
GK-GP1PWR-0086	GP1 POWER - Suzuki 450 RMZ 2015
GK-GP1PWR-0066	GP1 POWER - Suzuki 250 RMZ 2014
GK-GP1PWR-0087	GP1 POWER - Suzuki 250 RMZ 2015
GK-GP1PWR-0061	GP1 POWER - Kawasaki 450 KXF 2014
GK-GP1PWR-0088	GP1 POWER - Kawasaki 450 KXF 2015
GK-GP1PWR-0048	GP1 POWER - Kawasaki 250 KXF 2013
GK-GP1PWR-0067	GP1 POWER - Kawasaki 250 KXF 2013 BIG BORE 290
GK-GP1PWR-0060	GP1 POWER - Kawasaki 250 KXF 2014
GK-GP1PWR-0089	GP1 POWER - Kawasaki 250 KXF 2015
GK-GP1PWR-0068	GP1 POWER - Yamaha 450 YZF 2014-2015
GK-GP1PWR-0069	GP1 POWER - Yamaha 250 YZF 2014-2015
GK-GP1PWR-0070	GP1 POWER -Husqvarna TC 250 2014 (Husqvarna ENGINE)
GK-GP1PWR-0090	GP1 POWER -Husqvarna FC 250 2015
GK-GP1PWR-0091	GP1 POWER -Husqvarna FC 350 2015
GK-GP1PWR-0092	GP1 POWER -Husqvarna FC 450 2015
GK-GP1PWR-0071	GP1 POWER -Husqvarna TE 250 2014 (Husqvarna ENGINE)
GK-GP1PWR-0093	GP1 POWER -Husqvarna FE 250 2015
GK-GP1PWR-0072	GP1 POWER -Husqvarna TE 310 2014 (Husqvarna ENGINE)
GK-GP1PWR-0094	GP1 POWER -Husqvarna FE 350 2015
GK-GP1PWR-0095	GP1 POWER -Husqvarna FE 450 2015
GK-GP1PWR-0074	GP1 POWER -KTM 250 SXF 2014
GK-GP1PWR-0098	GP1 POWER -KTM 250 SXF 2015
GK-GP1PWR-0075	GP1 POWER -KTM 250 EXC-F 2014 ENDURO
GK-GP1PWR-0096	GP1 POWER -KTM 250 EXC-F 2015 ENDURO
GK-GP1PWR-0078	GP1 POWER -KTM 350 SXF 2014
GK-GP1PWR-0100	GP1 POWER -KTM 350 SXF 2015
GK-GP1PWR-0080	GP1 POWER -KTM 350 EXC-F 2014
GK-GP1PWR-0097	GP1 POWER -KTM 350 EXC-F 2015
GK-GP1PWR-0081	GP1 POWER -KTM 450 SXF 2014
GK-GP1PWR-0099	GP1 POWER -KTM 450 SXF 2015
GK-GP1PWR-0082	GP1 POWER -KTM 450 EXC-F 2014 ENDURO
GK-GP1PWR-0101	GP1 POWER -KTM 450 EXC-F 2015 ENDURO

For all 2010-11-12-13 applications please visit our web site **www.getdata.it**

Main Characteristics of the GP1-POWER ECU:

- Performance MAP Ready inside for Stock Bike & with Racing Exhaust
- WiFI-COM ready (included on 2014-2015 applications)
- GPA ready (Get Power Assistance); needs only the optional GPA Switch
- Different Maps avaulable via GPI (GET Power Interface)
- TPS sensor can be set to 0 with the "0 TPS Cable" with no need of a PC
- Easy and quick installation (Plug & Play)
- Improved Engine Performance (see Power Graphs on our website www.getdata.it)
- Better Acceleration and Throttle response
- RPM limiter tuned by GET Engineers (from +100 to max +300 from Stock) in order to gain drivability and performance, well within safety

Accessories

GPA switch
Cod. GK-CANSW-0001

WiFi-COM
Cod. GK-WFCOM1-0001
Cod. GK-WFCOM1-0002

GPI Interface
Cod. GK-GP1CGRP-0001

GP1-EVO

Rider AMA SX - **Ryan Dungey**

GP1-EVO - Cod. (see application list)

- Installation Manual
- 2 Maps installed
- 2nd Injector ready (see application list)
  MAP1 for racing Exhaust + GPA set to position 0
  MAP2 for racing Exhaust + GPA set to position 5
- MAP Switch
- ECU Support Bracket (where supplied)
- WiFi-COM ready
- GPA ready (switch included)

WiFi-COM interface is included only for 2014 models

The GP1-EVO is the 2010, 2011, 2012 2013 and 2014, World Champion ECU both in MX1 and MX2.
A highly versatile and professional performance product, allowing maximum possibility of individual settings and adjustments. The GP1-EVO is GPA, WiFi-COM & 2nd Injector ready inclusive of the GPA Switch & WiFi-COM Interface.
GPA Switch allows you to choose between 10 different engine power assistance settings and tune the bike at best for any riding style or different track surface. Also the MAP Switch is included and allows you to switch on the fly from MAP1 to MAP2.
By using the different optional tuning tools (please see page 24/25) such as the WiFi-COM, VT1 or the 2 MAYA Software license you can individually adjust the engine mapping to your needs. With the GP1 EVO you can also connect the optional data logging devices and take advantage of most professional way of analyzing Engine or Bike behavior parameters (please see page 40/41).
The ready loaded performance maps are developed by GET engineers together with some of the strongest Riders. They are designed for original engines using racing exhausts.
(Please find comparison charts on www.getdata.it)

APPLICATION LIST

CODE	MODEL
GK-GP1EVO-0059	GP1 EVO - Honda 450 CRF 2014
GK-GP1EVO-0097	GP1 EVO - Honda 450 CRF 2015
GK-GP1EVO-0060	GP1 EVO - Honda 250 CRF 2014 - 2nd Injector ready
GK-GP1EVO-0098	GP1 EVO - Honda 250 CRF 2015 - 2nd Injector ready
GK-GP1EVO-0061	GP1 EVO - Suzuki 450 RMZ 2014
GK-GP1EVO-0099	GP1 EVO - Suzuki 450 RMZ 2015
GK-GP1EVO-0062	GP1 EVO - Suzuki 250 RMZ 2014 - 2nd Injector ready
GK-GP1EVO-0100	GP1 EVO - Suzuki 250 RMZ 2015 - 2nd Injector ready
GK-GP1EVO-0058	GP1 EVO - Kawasaki 450 KXF 2014
GK-GP1EVO-0101	GP1 EVO - Kawasaki 450 KXF 2015
GK-GP1EVO-0057	GP1 EVO - Kawasaki 250 KXF 2014
GK-GP1EVO-0102	GP1 EVO - Kawasaki 250 KXF 2015
GK-GP1EVO-0063	GP1 EVO - Yamaha 450 YZF 2014-2015
GK-GP1EVO-0064	GP1 EVO - Yamaha 250 YZF 2014-2015 - 2nd Injector ready
GK-GP1EVO-0065	GP1 EVO -Husqvarna TC 250 2014 (Husqvarna ENGINE)
GK-GP1EVO-0105	GP1 EVO -Husqvarna FC 250 2015- 2nd Injector ready
GK-GP1EVO-0106	GP1 EVO -Husqvarna FC 350 2015 - 2nd Injector ready
GK-GP1EVO-0107	GP1 EVO -Husqvarna FC 450 2015
GK-GP1EVO-0066	GP1 EVO -Husqvarna TE 250 2014 (Husqvarna ENGINE)
GK-GP1EVO-0108	GP1 EVO -Husqvarna FE 250 2015
GK-GP1EVO-0067	GP1 EVO -Husqvarna TE 310 2014
GK-GP1EVO-0109	GP1 EVO -Husqvarna FE 350 2015
GK-GP1EVO-0110	GP1 EVO -Husqvarna FE 450 2015
GK-GP1EVO-0068	GP1 EVO -KTM 250 SXF 2014 - 2nd Injector ready
GK-GP1EVO-0111	GP1 EVO -KTM 250 SXF 2015 - 2nd Injector ready
GK-GP1EVO-0069	GP1 EVO -KTM 250 EXC-F 2014 ENDURO
GK-GP1EVO-0112	GP1 EVO -KTM 250 EXC-F 2015 ENDURO
GK-GP1EVO-0070	GP1 EVO -KTM 350 SXF 2014 - 2nd Injector ready
GK-GP1EVO-0113	GP1 EVO -KTM 350 SXF 2015 - 2nd Injector ready
GK-GP1EVO-0071	GP1 EVO -KTM 350 EXC-F 2014 ENDURO
GK-GP1EVO-0114	GP1 EVO -KTM 350 EXC-F 2015 ENDURO
GK-GP1EVO-0072	GP1 EVO -KTM 450 SXF 2014
GK-GP1EVO-0103	GP1 EVO -KTM 450 SXF 2015
GK-GP1EVO-0073	GP1 EVO -KTM 450 EXC-F 2014 ENDURO
GK-GP1EVO-0104	GP1 EVO -KTM 450 EXC-F 2015 ENDURO

For all 2010-11-12-13 applications please visit our web site **www.getdata.it**

Main characteristics of the GP1-EVO ECU:

- Easy and quick plug&play fitting
- Improve your engine performance (the preset maps are developed for stock bikes with Racing exhaust. See power charts for each application on www.getdata.it)
- Better throttle response
- Our maps are developed with a maximum 300 RPM more than the standard RPM value (can be changed with the programming tools)
- WiFI-COM ready (included on 2014-2015 applications)
- Dynamic power management with the “GET Power Assistance” GPA system (switch included)
- 2nd injector ready (see application list)
- Customizable Map settings (see comparison table for tuning systems)
- 2 maps with real-time switch on the handlebar (Switch included)
- Quick shifter management (sensor and loom not included)
- CAN BUS communication with separate data acquisition devices (see data acquisition systems)
- Specific LC1-EVO Lambda input to allow oxygen measurement in the exhaust gas.

Accessories

2nd injector KIT
Cod. (see application list pag. 20)

GP1-EVO BASIC

AVAILABLE FOR 2014-2015 ONLY

Rider MX2 2015 - **Thomas Covington**

GP1-EVO BASIC - Cod. (see application list)

- Installation Manual
- 2 Maps installed
- 2nd Injector ready (see application list)
  MAP1 for racing Exhaust + GPA set to position 0
  MAP2 for racing Exhaust + GPA set to position 5
- MAP Switch
- ECU Support Bracket (where supplied)
- WiFi-COM ready (interface not included)
- GPA ready (switch not included)

For riders who need a top level ECU ready with the highest technology available: GPA2, WiFi-COM & 2nd INJECTOR ready.... just choose what you need!!!

APPLICATION LIST

CODE	MODEL
GK-GP1EVO-0074	GP1 EVO BASIC - Honda 450 CRF 2014
GK-GP1EVO-0115	GP1 EVO BASIC - Honda 450 CRF 2015
GK-GP1EVO-0075	GP1 EVO BASIC - Honda 250 CRF 2014 - 2nd Injector ready
GK-GP1EVO-0116	GP1 EVO BASIC - Honda 250 CRF 2015 - 2nd Injector ready
GK-GP1EVO-0076	GP1 EVO BASIC - Suzuki 450 RMZ 2014
GK-GP1EVO-0117	GP1 EVO BASIC - Suzuki 450 RMZ 2015
GK-GP1EVO-0077	GP1 EVO BASIC - Suzuki 250 RMZ 2014 - 2nd Injector ready
GK-GP1EVO-0118	GP1 EVO BASIC - Suzuki 250 RMZ 2015 - 2nd Injector ready
GK-GP1EVO-0078	GP1 EVO BASIC - Kawasaki 450 KXF 2014
GK-GP1EVO-0119	GP1 EVO BASIC - Kawasaki 450 KXF 2015
GK-GP1EVO-0079	GP1 EVO BASIC - Kawasaki 250 KXF 2014
GK-GP1EVO-0120	GP1 EVO BASIC - Kawasaki 250 KXF 2015
GK-GP1EVO-0080	GP1 EVO BASIC - Yamaha 450 YZF 2014-15
GK-GP1EVO-0081	GP1 EVO BASIC - Yamaha 250 YZF 2014-15 - 2nd Injector ready
GK-GP1EVO-0121	GP1 EVO BASIC - Husqvarna FC 250 2015 - 2nd Injector ready
GK-GP1EVO-0122	GP1 EVO BASIC - Husqvarna FC 350 2015 - 2nd Injector ready
GK-GP1EVO-0123	GP1 EVO BASIC - Husqvarna FC 450 2015
GK-GP1EVO-0124	GP1 EVO BASIC - Husqvarna FE 250 2015
GK-GP1EVO-0125	GP1 EVO BASIC - Husqvarna FE 350 2015
GK-GP1EVO-0126	GP1 EVO BASIC - Husqvarna FE 450 2015
GK-GP1EVO-0085	GP1 EVO BASIC - KTM 250 SXF 2014 - 2nd Injector ready
GK-GP1EVO-0131	GP1 EVO BASIC - KTM 250 SXF 2015 - 2nd Injector ready
GK-GP1EVO-0086	GP1 EVO BASIC - KTM 250 EXC-F 2014 ENDURO
GK-GP1EVO-0127	GP1 EVO BASIC - KTM 250 EXC-F 2015 ENDURO
GK-GP1EVO-0087	GP1 EVO BASIC - KTM 350 SXF 2014 - 2nd Injector ready
GK-GP1EVO-0132	GP1 EVO BASIC - KTM 350 SXF 2015 - 2nd Injector ready
GK-GP1EVO-0088	GP1 EVO BASIC - KTM 350 EXC-F 2014 ENDURO
GK-GP1EVO-0128	GP1 EVO BASIC - KTM 350 EXC-F 2015 ENDURO
GK-GP1EVO-0089	GP1 EVO BASIC - KTM 450 SXF 2014
GK-GP1EVO-0129	GP1 EVO BASIC - KTM 450 SXF 2015
GK-GP1EVO-0090	GP1 EVO BASIC - KTM 450 EXC-F 2014 ENDURO
GK-GP1EVO-0130	GP1 EVO BASIC - KTM 450 EXC-F 2015 ENDURO

Updated applications on **www.getdata.it**

Main characteristics of the GP1-EVO BASIC ECU:

- Easy and quick plug&play fitting
- Improve your engine performance (the preset maps are developed for stock bikes with Racing exhaust. See power charts for each application on www.getdata.it)
- Better throttle response
- Our maps are developed with a maximum 300 RPM more than the standard RPM value (can be changed with the programming tools)
- WiFi-COM technology ready (inteface not included)
- Dynamic power management with the “GET Power Assistance” GPA system (switch not included)
- 2nd injector ready (see application list)
- Customizable Map settings (see comparison table for tuning systems)
- 2 maps with real-time switch on the handlebar (switch included)
- Quick shifter management (sensor and loom not included)
- CAN BUS communication with separate data acquisition devices (see data acquisition systems)
- Specific LC1EVO Lambda input to allow oxygen measurement in the exhaust gas.

Accessories

WiFi-COM
Cod. GK-WFCOM1-0001
Cod. GK-WFCOM1-0002

2nd injector KIT
Cod. (see application list pag. 20)

GPA Switch - Cod. GK-CANSW-0001

PRO-FACTORY KIT

AVAILABLE FOR 2014-2015 ONLY

PRO-FACTORY KIT - Cod. (see application list)

- Installation Manual
- 2nd Injector Kit
- 2 Maps installed
  MAP1 for racing Exhaust & single injector
  MAP2 for racing Exhaust & double injector
- GPA2 Technology ready inside
- MAP Switch
- GPA Switch
- ECU Support Bracket (where supplied)

WiFi-COM interface included

WiFi · GPA Patented · 2nd INJ · MAP1 MAP2

Rider MX2 2014: **Christophe Charlier**

GET has developed a P&P ready to race kit! **PRO-FACTORY KIT** includes the highest technology available in the world such as the top level **GP1-EVO ECU**, **GPA2** system (Switch included), **WiFi-COM** technology (interface included) and the unique **2nd INJECTOR KIT.**

This KIT is designed for riders who needs a **ready made solution** without investing time on self development and R&D.
The included GP1-EVO is ready mapped for a Stock bike, with racing Exhaust. Moreover the ECU has already the double injector map tailor-developed for your bike on MAP2; MAP1 is for racing exhaust but single injector.
In this way riders can immediately test and feel the big benefit of this fantastic and revolutionary kit.

APPLICATION LIST

CODE	MODEL
GK-GP1PROFTY-0001	PRO FACTORY KIT Honda 250 CRF 2014
GK-GP1PROFTY-0006	PRO FACTORY KIT Honda 250 CRF 2015
GK-GP1PROFTY-0002	PRO FACTORY KIT Suzuki 250 RMZ 2014
GK-GP1PROFTY-0007	PRO FACTORY KIT Suzuki 250 RMZ 2015
GK-GP1PROFTY-0003	PRO FACTORY KIT Yamaha 250 YZF 2014-2015
GK-GP1PROFTY-0008	PRO FACTORY KIT Husqvarna 250 FC 2015
GK-GP1PROFTY-0009	PRO FACTORY KIT Husqvarna 350 FC 2015
GK-GP1PROFTY-0010	PRO FACTORY KIT KTM 250 SXF 2015
GK-GP1PROFTY-0005	PRO FACTORY KIT KTM 350 SXF 2014
GK-GP1PROFTY-0011	PRO FACTORY KIT KTM 350 SXF 2015

Updated applications on **www.getdata.it**

Main characteristics of the PRO-FACTORY KIT:

- Easy and quick plug&play fitting
- Improve your engine performance (the preset maps are developed for stock bikes with Racing exhaust. See power charts for each application on www.getdata.it)
- Better throttle response
- More over all Power
- Stronger power development
- Better drivability
- Our maps are developed with a maximum 300 RPM more than the standard RPM value (can be changed with the programming tools)
- WiFi-COM technology ready (inteface included)
- Dynamic power management with the “GET Power Assistance” GPA system (switch included)
- 2nd injector ready (kit included)
- Customizable Map settings (see comparison table for tuning systems)
- 2 maps with real-time switch on the handlebar (Switch included)
- Quick shifter management (sensor and loom not included)
- CAN BUS communication with separate data acquisition devices (see data acquisition systems)
- Specific LC1-EVO Lambda input to allow oxygen measurement in the exhaust gas.

2nd INJECTOR KIT

Innovative and unique GET technology.
Ready to use 2nd Injector Kit for even more drivability and top performance.

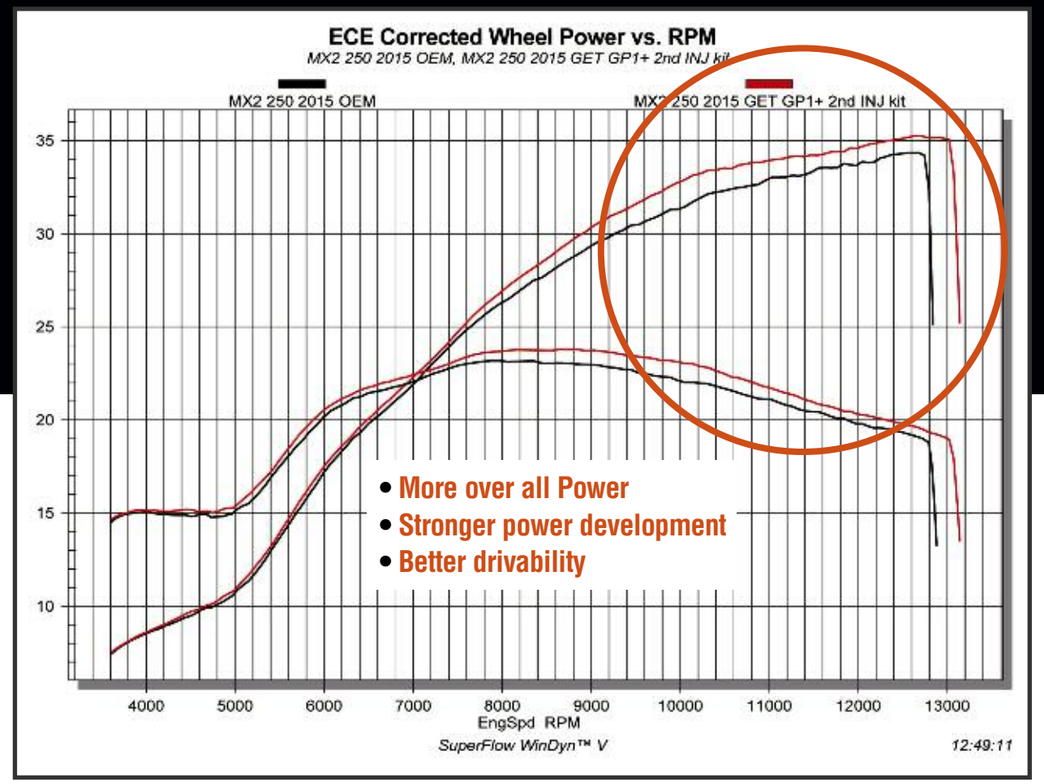
2nd injector KIT - Cod. (see application list)

- Injector
- Ready-made P&P connection loom
- Injector support + fixation material
- Hose and fuel connections
- Specific map ready-developed

APPLICATION LIST

CODE	MODEL
GK-INJ2-0002	2nd INJECTOR KIT Honda 250 CRF 2013
GK-INJ2-0007	2nd INJECTOR KIT Honda 250 CRF 2014-2015
GK-INJ2-0003	2nd INJECTOR KIT Suzuki 250 RMZ 2013-2014-2015
GK-INJ2-0004	2nd INJECTOR KIT KTM SXF 250 2013 & 350 2013-2014-2015
GK-INJ2-0010	2nd INJECTOR KIT KTM SXF 250 2015
GK-INJ2-0006	2nd INJECTOR KIT Yamaha 250 YZF 2014-15
GK-INJ2-0011	2nd INJECTOR KIT Husqvarna 250 FC 2015
GK-INJ2-0012	2nd INJECTOR KIT Husqvarna 350 FC 2015

Updated applications on **www.getdata.it**



Maya Software Features

Fuel ratio Injection management for an ADVANCED power control!

Rider AMA SX Lites: **Marvin Musquin**

PROGRAMMING
AND TOOLS

Four different products to customize your GP1 EVO ECU

WiFi-COM

Cod. GK-WFCOM1-0001 - Cod. GK-WFCOM1-0002

The brand new WiFi-COM it's a high level technology interface that allows, when connect to one of our GP1-POWER, EVO or BASIC ECUs, a direct comunication via Smartphone or Tablet. Downloading the dedicated and free "WiGET" App you will be able to change, with few simple and intuitive steps, the main engine parameters in function of your needs and/or track specifications. "WiGET" App is available for iOS and Android operative system. WiFi-COM device it's al-ready included in all GP1-POWER and GP1-EVO 2014-2015 applications, but can also be connected to 2010-11-12-13 GP1 ECUs (Update FW needed).

VT1 Configurator for GP1-EVO ECU

Cod. GK-VT1-0001

- Connection loom to GP1 EVO ECU included
- Connection to external 12V battery

The VT1 Configurator for GP1 EVO is the true innovation designed by GET for the off-road world. It is actually the entry level for managing the many functions of the GP1 EVO ECU.

The VT1 device connects directly to the GP1 EVO ECU allowing easy and intuitive communication between them.
The following settings can be displayed or changed see table on page 15.

The VT1 device easily fits on the bike (see handlebar mount) and allows the rider to manage or display a.m. data in real time.
Thanks to the GPA "GET Power Assistance", riders have a choice between 10 levels for setting the best power in real time and get the best performance whatever the ground or their riding style.
If connected to a batteryless motorbike, the device is powered by the GP1 ECU when the bike is on.
When the engine is off, no problem for the VT1 device: it has a connector and its counterpart for connecting to an external 12V battery for programming.

Some VT1 features

Menu

Change injection timing

Change RPM limiter

Change GPA settings

MAYA programming software is a powerful tool that allows full configuration of the ECU settings.
With the Maya software, you can change any setting in real time and display all the values gaining total control over the working phases. The Maya software allows targeted self-mapping and drastically cuts working time, saving your engine life and making your job easier. The software works together with a data acquisition system for optimum outcome during dyno sessions.
The Maya software is available in two versions, EVO and ADVANCED.

MAYA EVO Licence software

Cod. PA00040000

MAYA EVO programming pack: includes the Maya software and the ECU/PC connection loom.
It allows changing the injection timing, the ignition, the RPM limiter, and cut-off times of the quick shifter. Unlike the VT1, you can also change the fuel and ignition settings with 512 map points available for each map.
You can also manage the 10 levels of the GPA "GET Power Assistance" control system (only for GP1 EVO GPA)

MAYA ADVANCED Licence software

Cod. PA00040001

MAYA ADVANCED programming pack: includes the Maya software with Hardware access key and the ECU/PC connection loom.
It allows changing the injection timing, the ignition, the injection phases, the throttle derivative, the RPM limiter, cut-off times of the quick shifter and many other functions (see comparison table). Unlike the EVO version, the ADVANCED license allows displaying all GET preset values in plain. You can also manage the 10 levels of the GPA "GET Power Assistance" control system (only for GP1 EVO GPA) or you can access the maps to set your own personal configuration.

Comparison table of the main functions available with each programming system

ENABLED FUNCTIONS	WiFi-COM	VT1 Device	EVO software license	ADVANCED software license
CODE >>>	GK-WFCOM1-0001 GK-WFCOM1-0002	GK-VT1-0001	PA00040000	PA00040001
WiFi technology	yes	no	no	no
Full map display of injection timing as "plain values"	no	no	no	yes
Injection timing correction on each breakpoint	no	no	yes (+/- 100%)	yes
Injection timing correction available across the whole map	yes (-5% + 30%)	yes (-5% + 30%)	yes (+/- 100%)	yes
Map with ignition advance in plain	no	no	no	yes
Ignition advance correction for each breakpoint (on 512 map points)	no	no	yes (+/- 64°)	yes
Ignition timing correction available across the whole map	yes (-30° + 5°)	yes (-30° + 5°)	yes (+/- 64°)	yes
Injection phases	no	no	no	yes
Injection timing correction based on throttle derivative	no	no	no	yes
RPM limiter	yes (max + 500rpm)	yes (max + 500rpm)	yes (max + 500rpm)	yes
Strategic management of the RPM limiter cut-off time	no	no	no	yes
Personal password protection against ECU data access	no	no	yes	yes
Injection data correction based on H2O temperature	no	no	no	yes
Injection data correction based on barometric pressure	no	no	no	yes
Injection data correction in starting phase	no	no	no	yes
Map breakpoint management	no	no	no	yes
Calibration of input signals from wheel speed sensors (optional).	no	no	no	yes
Quick shifter cut-off time management	yes	yes	yes	yes
Lambda display and analysis	yes	yes	yes	yes
Lambda display and analysis with linearization and target	yes	yes	yes	yes
ECU diagnosis	yes	yes	yes	yes
GPA "GET Power Assistance": select the operating level for dynamic power control.	no	yes	yes	yes
Real Time Data Display (Graph)	no	no	no	yes

GP1-EVO Accessories

Cod. GL-0025-AA
Optional loom compatible only with the map switch for motorbikes that have a GP1-EVO ECU in central position (under the seat).

Cod. GL-0026-AA
Optional loom compatible only with the map switch for motorbikes that have a GP1-EVO ECU in front position (under the front plate).

Cod. PC00030000
Plastic map switch (included in the GP1 EVO pack)

Cod. GL-0016-AA
Optional loom for motorbikes that have the GP1-EVO ECU in central position (under the seat). It allows connecting the map switch, the quick shifter and the Lambda LC1 device with analog input (HONDA 250/450 - SUZUKI 250 - KTM 250/350)

Cod. GL-0017-AA
Optional loom for motorbikes that have the GP1-EVO ECU in front position (under the front plate). It allows connecting the map switch, the quick shifter and the Lambda LC1 device with analog input (SUZUKI 450 - KAWASAKI 450/250 - YAMAHA 450)

Quick shifter sensor

HONDA **cod. PS00040000**

YAMAHA **cod. GS-CAM0002**

SUZUKI **cod. PS00040004**
KAWASAKI **cod. GS-CAM-0001**

Connecting 2end injector

Connecting accessories

GL-0064-AA
(2nd injector loom for ECU in front position)

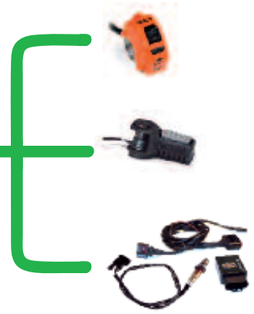
GL-0065-AA
(2nd injector loom for ECU in central position)

GL-0025-AA
(Switch loom for ECU in central position)

GL-0026-AA
(Switch loom for ECU in front position)

GL-0016-AA
(Basic loom for ECU in central position)

GL-0017-AA
(Basic loom for ECU in front position)



GL-0084-AA
(Wi-Fi link Evo)

Connecting data and programming

GL-0018-AA
(multilink loom)

GL-0024-AA
(extension loom for M40)

Cod. GL-0064-AA
(2nd injector loom for ECU in front position)

Cod. GL-0065-AA
(2nd injector loom for ECU in central position)

Cod. GK-CANSW-0001
GPA switch

Cod. GL-0018-AA
Optional loom to connect and allow communication between several devices via CAN BUS. The following configurations are possible with this loom: GP1+M40; GP1+M40+VT1 (or PC); LC1+M40; LC1+M40+VT1 (or PC). This loom is compatible with motorbikes that have the ECU both in central or front position.

Other accessories

PRO expansion loom
It is used to connect the system to the ECU, the lambda sensor, the map switch, the quick shifter and two wheel speed sensors.

Cod. PL00130005
ECU in frontal position under the (front plate)

Cod. PL00130006
ECU in central position (under the seat)

Cod. GL-0021-AA
Optional loom compatible with a CAN 4-pin binder output from GP1/LC1/M40. It allows connecting several devices simultaneously on a CAN BUS line or connecting the MD4 to the Multilink loom (Cod. GL-0018AA)

Cod. GL-0020-AA
Optional loom used as an extension for GP1-EVO or MD40 or LC1

Programming kit

Get offers three different programming kits. All of them include: a VT1 device or a Maya software license to change the settings in the GP1-EVO or in the LC1-EVO Lambda hat is used for measuring the oxygen in the exhaust gas and monitoring combustion.

1° level programming kit — cod. GK-GP1EVO-0024

Includes **VT1** + **LC1EVO** + connecting loom (Cod. GL-0016-AA + Cod. GL-0017-AA) for all available applications

2° level programming kit — cod. GK-GP1EVO-0025

Includes **VT1** + **LC1EVO** + **MAYA EVO software license** + connecting loom (Cod. GL-0016-AA + Cod. GL-0017-AA) for all available applications

3° level programming kit — cod. GK-GP1EVO-0026

Includes **VT1** + **LC1EVO** + **MAYA Avanced software license** + connecting loom (Cod. GL-0016-AA + Cod. GL-0017-AA) for all available applications

Programming and data logging

- Get offers a kit for expert tuners who need to keep their engine settings under control when working on the dyno or at the track. By interpreting the data logged, the tuner finally knows the best engine and suspensions settings for better performance.
This kit is preset for CAN communication with the GP1-EVO ECU and is easily installed thanks to the connection looms included in the pack. The M40 data logger collects data from several sources: the engine, the lambda, the-built-in GPS and any extra sensors (e.g. suspension position sensors).
For more info about the M40 logger and the software licenses, see specific product sheet.

Programming and data logging kit — cod. GK-GP1EVO-0028

Includes **VT1** + **LC1EVO** + **M40** + **MAYA ADVANCED software license** + connecting loom (Cod. GL-0016-AA + Cod. GL-0017-AA + Cod. GL-0018-AA) for all available applications

Data Analysis Software WinTAX4 GET by Magneti Marelli — cod. GK-WINTAX-0001

The WinTAX 4 GET is the ultimate Data Analysis Software available.
This Professional tool, allows researching and development of most complete and complex vehicle and engine behaviors.
Graphic Display, Reports, Histograms, Overlay on Google-Earth and Video Overlay are just a few of many possibilities.

THE KIT INCLUDES	PROGRAMMING KIT			
	1° LEVEL	2° LEVEL	3° LEVEL	PROGRAMMING AND DATA LOGGING KIT
CODE >>>	GK-GP1EVO-0024	GK-GP1EVO-0025	GK-GP1EVO-0026	GK-GP1EVO-0028
VT1 programming device for GP1-EVO and display tool for Lambda (Cod. GK-VT1-0001)	YES	YES	YES	YES
LC1-EVO LAMBDA (Cod. GK-LC1EVO-0001)	YES	YES	YES	YES
MAYA EVO software license (Cod. PA00040000)	NO	YES	NO	NO
MAYA ADVANCED software license (Cod. PA00040001)	NO	NO	YES	YES
Connection loom to GP1-EVO (central position) (Cod. GL-0016-AA)	YES	YES	YES	YES
Connection loom to GP1-EVO (front position) (Cod. GL-0017-AA)	YES	YES	YES	YES
M40 data logging system (Cod. GK-M40-0001)	NO	NO	NO	YES
Connection loom to GP1-EVO for several devices via CAN line (Cod. GL-0018-AA)	NO	NO	NO	YES

HIGH PERFORMANCE
KIT

ATHENA

GET®

KIT STAGE1

The newly developed KIT Stage1 combines the advantages of a Titanium-Steel Exhaust system, light and durable, with the race proven GP1-EVO ECU perfectly mapped for the application.
The new GP1-EVO is for Riders looking to find maximum performance and ease of use. This ECU is GPA, WiFi-COM & 2nd Injector ready. GPA technology is ready to use simply by connecting the optional GPA Switch and allows you to choose between 10 different engine power assistance settings and tune the bike at best for any riding style or different track surface.The specifically developed map for this KIT is developed by GET engineers and is proven on dyno as well as on track. (please find comparison charts on our website www.getdata.it). The Kits are developed with the 2m/Max rule in mind. Finally the integrated WiFi-COM technology will give you the possiblity to adjust the main engine parameters in function of your needs.

KIT STAGE1 - Cod. (see application list)

- Athena Factory Exhaust (Titanium - Steel)
- GP1-EVO
  (MAP1 for racing Exhaust + GPA set to position 0)
  (MAP2 for racing Exhaust + GPA set to position 5)
- MAP Switch
- WiFi-COM ready
- GPA ready (switch not included)
- 2nd injector ready (see application list)

WiFi-COM interface is included only for 2014-2015 models

WiFi · GPA Patented · 2nd INJ · MAP1 MAP2

APPLICATION LIST

CODE	MODEL
GK-GP1STAGE1-0018	GET KIT STAGE1 - Honda 250 CRF 2014 - 2nd Injector ready
GK-GP1STAGE1-0029	GET KIT STAGE1 - Honda 250 CRF 2015- 2nd Injector ready
GK-GP1STAGE1-0026	GET KIT STAGE1 - Honda 450 CRF 2014
GK-GP1STAGE1-0019	GET KIT STAGE1 - Suzuki 250 RMZ 2014 - 2nd Injector ready
GK-GP1STAGE1-0030	GET KIT STAGE1 - Suzuki 250 RMZ 2015 - 2nd Injector ready
GK-GP1STAGE1-0020	GET KIT STAGE1 - Kawasaki 250 KXF 2014
GK-GP1STAGE1-0031	GET KIT STAGE1 - Kawasaki 250 KXF 2015
GK-GP1STAGE1-0021	GET KIT STAGE1 - Yamaha 250 YZF 2014-2015 - 2nd Injector ready
GK-GP1STAGE1-0032	GET KIT STAGE1 - Husqvarna FC 250 2015 - 2nd Injector ready
GK-GP1STAGE1-0033	GET KIT STAGE1 - Husqvarna FC 350 2015 - 2nd Injector ready
GK-GP1STAGE1-0022	GET KIT STAGE1 -KTM 250 SXF 2014 - 2nd Injector ready
GK-GP1STAGE1-0034	GET KIT STAGE1 -KTM 250 SXF 2015 - 2nd Injector ready
GK-GP1STAGE1-0024	GET KIT STAGE1 -KTM 350 SXF 2014 - 2nd Injector ready
GK-GP1STAGE1-0035	GET KIT STAGE1 -KTM 350 SXF 2015 - 2nd Injector ready
GK-GP1STAGE1-0025	GET KIT STAGE1 -KTM 350 EXC-F 2014 ENDURO

For all 2011-12 applications please visit our web site **www.getdata.it**

Accessories

GPA Switch - Cod. GK-CANSW-0001

2nd injector KIT - Cod. (see application list pag. 20)

Spare parts

Spare parts codes (see price list)

CAMSHAFTS KIT

CAMSHAFTS + VALVE SPRINGS

Performance Profile developed for a grater overall power

High quality Steel with isotropic surface-treatment

Bearing ready fitted

Timing gear ready fitted and aligned

Internal valve spring for greater reliability

High quality Titanium Retainer

APPLICATION LIST

CODE	MODEL
P21002-001	HONDA 250 CRF 2013-14-15
P25002-001	KAWASAKI 250 KXF 2013-14-15

Rider MX2 2015: **Ferrandis Dylan**

DATA

Data acquisition systems

M40 DATA LOGGER

Data logger with built-in GPS

M40 - Cod. (see application list)

- User manual
- GPS antenna
- USB download cable
- MX2 software (free) and WinTAX4 software (optional)
- Battery connection loom (code GL-0038-AA)

MAIN FEATURES	M40	M40 Expansion	M40 Plus
CODE >>>	GK-M40-0001	GK-M40-0002	GK-M40-0003
AN (Analog inputs)	3	6	9
IC (Digital inputs)	2	3	4
Beacon input	no	yes	yes
Expansion loom for sensors Cod. GL-0024-AA	no	yes 1 loom	yes 2 looms
Programmable CAN port	yes	yes	yes
Serial communication port	yes	yes	yes
USB port for download and programming	yes	yes	yes
Built-in 3-axis accelerometer	yes	yes	yes
Built-in GPS	5Hz	5Hz	5Hz
GPS antenna	yes	yes	yes
Internal memory	2GB	2GB	2GB
USB download loom	yes	yes	yes
MX2 software	yes (free)	yes (free)	yes (free)
WINTAX4 software	optional	optional	optional
Weight	250 g.	260 g.	270 g.
Dimension	92x66x20 mm	92x66x20 mm	92x66x20 mm

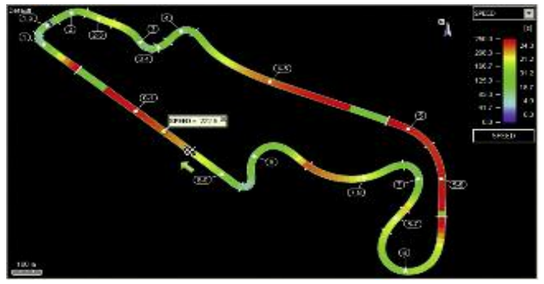
The brand-new M40 GET data logging system is the essence of technology. It is robust, light-weighted and very small. Its anodized aluminium case protects the electronic components inside which are drowned in resin to become IP68 waterproof for the toughest riding conditions in such extreme sports as motocross.
Technically, the M40 logger has a built-in GPS technology for logging all GPS data for fast and easy on-screen display. The logger can also be connected to any GET engine control unit (ECU) to get and log over 25 engine settings making it the ideal tool for off-road activities that allow connection to the GP1-EVO ECU (or any other ECU via Can Bus). For versions available see the table opposite.

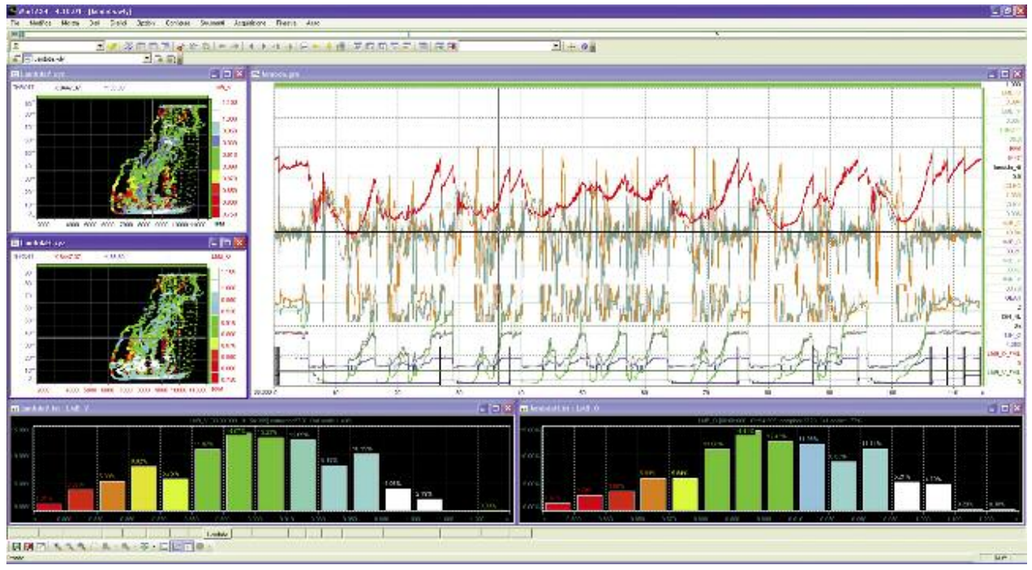
Rider AMA SX 2015: **Ken Roczen**

WinTAX4 GET

Cod. GK-WINTAX-0001

The WinTAX4 GET is the ultimate Data Analysis Software available.
This Professional tool, allows researching and development of most complete and complex vehicle and engine behaviors Graphic Display, Reports, Histograms, Overlay on Google-Earth and Video Overlay are just a few of many possibilities.





M40 Accessories & connections

Cod. GL-0018-AA (Multilink Loom)
Optional loom to connect and allow communication between several devices via CAN BUS. The following configurations are possible with this loom: GP1+M40; GP1+M40+VT1 (or PC); LC1+M40; LC1+M40+VT1 (or PC). This loom is compatible with motorbikes that have the ECU both in central or front position.

Expansion Looms:
Delivered with individual markings for the different channels
Cod. GL-0041-AA (markings AD1 AD2 AD3 IC1 IC2)
Cod. GL-0042-AA (markings AD4 AD5 AD6 IC3 SW1)
Cod. GL-0043-AA (markings AD7 AD8 AD9 IC4 IC5)

M40

MAIN
EXPANSION
MAIN
MAIN

MULTILINK LOOM cod. GL-0018-AA

cod. GL-0036-AA

AUXILIARY POWER SOURCE

cod. GL-0037-AA

Lithium Battery

GP1 EVO or LC1 EVO

VT1

EXPANSION CABLES
cod. GL-0041-AA
or
cod. GL-0042-AA
or
cod. GL-0043-AA

cod. GL-0038-AA

CAN BUS PORT
(without connector)

AUXILIARY POWER SOURCE

cod. GL-0039-AA

Lithium Battery

CAN BUS PORT
(without connector)

FREQUENCY SENSORS

5V ANALOG SENSORS

Potentiometer

Temperature sensors

Pressure sensors

LC1 EVO

12V ANALOG SENSORS

Magnetostrictive sensors

Cod. GK-GMSUP-0001
Support Bracket for M40 inclusive Rubber Band (to fit on Front Fork)

Cod. DK0050001
Lithium Battery and Charger KIT (loom to M40 is separate, see chart)

Cod. GL-0036-AA

Cod. GL-0037-AA

Cod. GL-0038-AA

Cod. GL-0039-AA

LC1-EVO lambda

Sensors

LC1-Evo - Cod. GK-LC1EVO-0001

- LC1-EVO
- Lambda Probe
- Connection loom with CAN and analog connectors

LC1-EVO lambda is the new Lambda kit developed by GET.
With its light weight and small size, it fits easily on your racing motorbike. The LC1-EVO is an electronic device that measures the proportion of oxygen in the exhaust gas. A mandatory tool for checking the air/fuel ratio, best combustion and as a result maximum power.
The kit includes the Lambda Wide Band (Bosch LSU 4.2) sensor connected to the LC1-EVO conditioning unit, which sends data to the logging systems (e.g. M40-MD4) or display tools (VT1) or to the Engine Control Unit (ECU).
LC1-EVO sends the Lambda signals via analog or CAN output and can thus be connected to any system on board or to any CAN-enabled external devices. The signal in Lambda value ranges from 0.7 to 10, or from 10.22 to 14.60 in AFR values.
In case of many cylinders, you can connect several LC1 devices simultaneously.
The LC1-EVO device can be fitted without any battery in all batteryless applications such as racing off-road motorbikes.

The VT1 device can be connected to the LC1-EVO for Lambda value and working temperature display. TPS and RPM values are also available when the VT1 is connected to the GP1-EVO ECU (see example).

Magnetostrictive position sensor

for front and rear suspensions. Made with carbon case, mounts are not supplied.

* Cod. GK-MGNSTR-0002 (150 mm)
* Cod. GK-MGNSTR-0003 (350 mm)
*part numbers when used with the M40

NTC temperature sensor
(M6) -20 +130

Cod. DS00050000

K-type thermocouple
-20 +900

Cod. GE-TEM-0002

Pontentiometer sensor

Cod. DS00010001 100 mm
Cod. DS00010002 150 mm

For the complete list of sensors see www.getdata.it

MD60-LOG

GPS lap timer with built-in data logger

Rider MXGP 2015: **Tony Cairoli**

MD60 - Cod. DK00080012

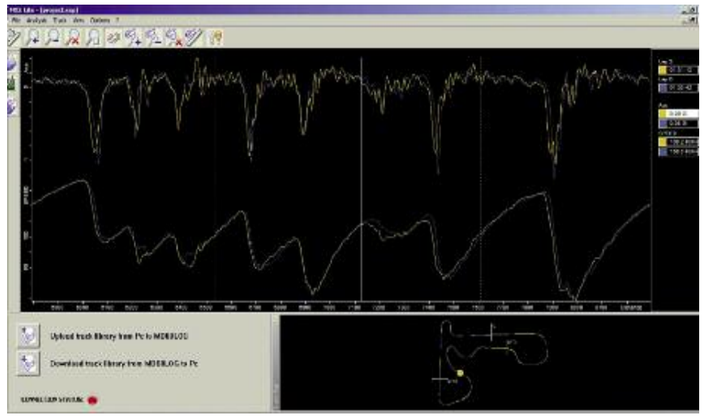
- USB cable
- GATE Lite data analysis software
- Battery
- Pouch

No need for beacon or transponder!

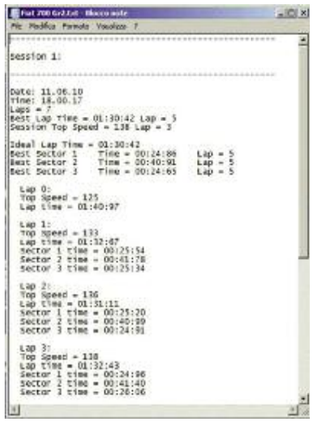
MD60 LOG for riders who want to see lap time in a fast and easy way.
Set your finish line and splits easily, or upload the track from the default library and start using the MD60 LOG straight away at the track. Ideal for a large range of motorsport activities.
No need for external sensors, powered by simple batteries, the MD60 LOG can be used for track, off-road, super-motard, kart, water sports and any other sport where the best lap time is the ultimate challenge.
Installation is made easy thanks to its small size and the built-in GPS antenna. To compare drive lines and speeds, just download the data logged by the MD60 LOG into your computer for a professional analysis with our GATE-LITE software pack. No need for beacon or transponder.

Rider AMA SX: **Justin Barcia**

Software data analysis GATE Lite



Timing report in “TXT” file



Specifications:

- Latest 5 Hz GPS technology
- Highly sensitive GPS receiver
- Accuracy +/- 0,1 second
- Shows “live” lap time and up to 4 split times
- LED to indicate lap and split time improvements
- Easy-to-download “txt” file with date, time, no. of laps, lap times and split times
- Easy-to-download “data file” to analyze speed, accelerations, and drive line on user friendly software
- Works for both loop and linear circuits
- Save your own circuit maps, start/finish lines and split times
- Keeps 10 sessions of 99 laps each in memory
- Keeps more than 4 hours of data in memory (speed, accelerations and drive lines)
- Lasts for over 6 hours of continues use
- Up and running within minutes, thanks to the “all in one” design features
- Large backlit display
- User friendly menu and customizable views
- Strong, mineral-filled Polyamide case
- External size in mm 108x56x30
- Weight gr. 200

MD60-LOG accessories

MD60 Mount for Standard bar
Cod. DK00080014

MD60 Mount for Fatbar
Cod. DK00080013

C1 Engine hour meter

C1 Engine hour meter - Cod. GK-C1-0001

- Double sided tape
- Built-in battery

C1 is the innovative engine hour meter by GET, the only one to work without any connection to the motorbike. Using the time-saving double sided tape tape included in the kit, the C1 fits to the bike in just a few seconds.
This device detects the engine by interpreting and identifying the wave frequencies that flow through the surface on which it is mounted. C1 is fully waterproof (IP68) and has been designed to work even under the toughest conditions like off-road applications. C1 has 2 engine hour meters and logs the total running time (no reset available).
The partial engine hour meter can be reset pressing the select button in a certain procedure. The built-in battery allows for a 3-year lifespan.

Features

- Easy to read display
- Small size and light weight
- Total engine hour meter up to 999,5 hours (reset not available)
- Partial engine hour meter (resettable)
- No need for coil connection cable
- IP68 resistant plastic case
- Lifetime: 3 years
- Double sided tape included

THANKS FOR YOUR EXPERIENCE

FIM MXGP WORLD CHAMPIONSHIP

REDBULL KTM FACTORY
Antonio Cairoli #222 - MXGP
Ken De Dycker #9 - MXGP
Tommy Searle #100 - MXGP
Jeffrey Herlings #84 - MX2
Pauls Jonass #141- MX2

Davy Pootjes #46 - EMX2

CLS MONSTER ENERGY KAWASAKI
Jordi Tixier #1 - MX2
Dylan Ferrandis #4 - MX2
Thomas Covington #64 - MX2

MONSTER ENERGY YAMAHA FACTORY
Jeremy Van Horebeek #89 - MXGP
Romain Febvre #461 - MXGP

Chiara Fontanesi #8 - WMX

DP19 YAMAHA RACING
David Philippaerts #19 - MXGP

ROCKSTAR ENERGY SUZUKI FACTORY
Kevin Strijbos #22 - MXGP
Clement Desalle #25 – MXGP

SUZUKI INTERNATIONAL EUROPE
Glenn Coldenhoff #259 - MXGP
Jeremy Seewer #91 – MX2

J-TECH ESTA MOTORSPORT HONDA
Vsevolod Brilyakov #210 – MX2
Jens Getteman #51 – MX2

Nick Kouwenberg #644 - EMX2
Albi Wilkie #151 - EMX2

RICCI HUSQVARNA
Ruy Goncalves #999 - MXGP
Cristofer Valente #71 – MX2
Ivanv Michael #97 – MX2
Anton Lundgreen# 274 – MX2

AMA SUPERCROSS CHAMPIONSHIP

MONSTER ENERGY PRO CIRCUIT KAWASAKI
Joey Savatgy #37 – SX Lites
Adam Cianciarulo #50 - SX Lites
Christopher Alldredge #66 - SX Lites
Arnold Tonus #200 - SX Lites
Tyler Bowers #911 - SX Lites

RED BULL FACTORY KTM
Ryan Dungey #5 - SX
Dean Wilson #15 - SX
Marvin Musquin #25 - SX Lites
Justin Hill #32 - SX Lites

STAR RACING YAMAHA
Jeremy Martin #6 - SX Lites
Cooper Webb #17 - SX Lites
Anthony Rodriquez #62 - SX Lites
Aaron Plessinger #157 - SX Lites

JGR-TOYOTA YAMAHA
Weston Peick #23 - SX
Phillip Nicoletti #46 - SX
Justin Barcia #51 - SX

RCH SUZUKI
Ken Roczen #94 - SX

YOSHIMURA SUZUKI
Blake Baggett #4 - SX
James Stewart #7 - SX

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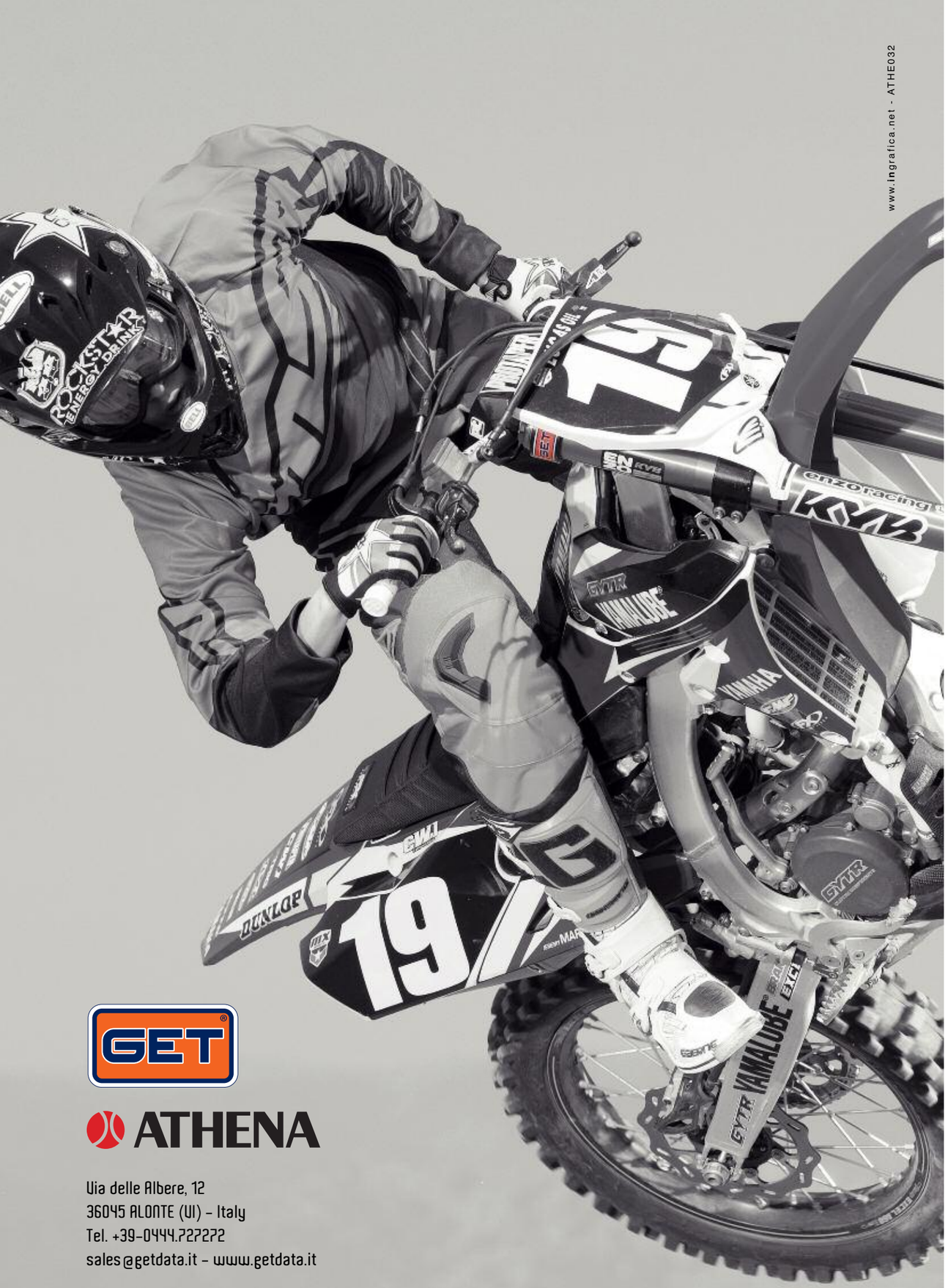

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